

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 143.—VOL. V.]

London : Saturday, May 19, 1838.

[PRICE 6^d.

VALUABLE MINING SHARES.

M. C. WARTON will SELL by AUCTION (free from duty) at the Auction Mart, in the city of London, on Friday, the 1st day of June next, at Twelve o'clock at noon, by order of the major part of the commissioners acting under a fiat of bankruptcy against Sam. Lyle, late of Redruth, in the county of Cornwall, and also of the Tamar Smelting Works, in the parish of Beer Ferris, in the county of Devon, smelter, dealer and Chapman, subject to such conditions as shall be then produced, and in lots of ten shares each, or otherwise, as shall be determined on at the time of sale, Two Hundred and Fifty 6000th parts or shares of and in all that valuable Tin and Copper Mine, called TINCROFT MINE, situated near Camborne, and adjoining the well-known and productive Carn Brea Mines, in the county of Cornwall. Comments on the nature and value of the above property is unnecessary, the Mine being well known at this time as productive and PAYING DIVIDENDS, improving in prospects, and one of the few scrip mining companies from which returns are being made without risk.

For further particulars apply to the auctioneer, 38, Threadneedle-street; Messrs. Ade, solicitor., 68, Aldermanbury, London; and Messrs. I. and H. T. Smith, De-sports, solicitors to the assignee.

Dated May 10.

VALUABLE MINING PROPERTY.

M. KIRKMAN will SELL BY AUCTION, in the large room, at the Mining Office, 12, Pancras-lane, on Thursday, 31st of May, at Twelve for One o'clock precisely (unless previously disposed of by private contract), A VARIETY OF SHARES in some of the most important and PROMISING MINES in this country, including TRESAVEAN, which has divided £350,000 among the fortunate proprietors—One 70th part or share in NORTH ROSKEAR—the sale will also include shares in Marazion, Relistan, East Pool, Hallen Beagle, Trevaskus, Harmony and Montague, Trevorgus, Treleigh Consols, Trevewolus, and many of the best working Mines of profit and promise in this country.

Printed particulars are in course of preparation, and may be had, five days previous to the sale, on application at the Auction Mart, London; Exchange News Rooms, Liverpool; Messrs. Holt and Hill, Manchester; Mr. George Easfield, Leicester; Mr. J. Field, Sheffield; Mr. J. W. Ridsdale, Leeds; Mr. Charles Wilkinson, Hull; Mr. George Smith, Salisbury; Mr. W. Bragg, Taunton; Andrew's Hotel, Redruth; Pearce's Hotel, Truro; and of Mr. Kirkman, Mine and Mineral Estate Agent and Auctioneer, 12, Pancras-lane.

The Taff Vale Iron Works, Glamorganshire.

SHUTTLEWORTH and SONS are instructed to SELL, by AUCTION, at the Auction Mart, on Wednesday, May 23, at Twelve o'clock,

THE TAFF VALE IRON WORKS,

a very valuable establishment, erected for the special manufacture of railway bars, most desirably situated at Newbridge, midway between Cardiff and Merthyr, in the Vale of the Taff, so celebrated for the splendour of its scenery, combining, with the advantages of residence in the midst of the finest and most picturesque district of South Wales, a commercial pursuit, requiring limited personal attention, and realising pecuniary advantages of large annual amount, more free from casualties and speculation than usually attend mercantile institutions. The erections are substantial and judiciously arranged, and include a rolling-mill, with steam-engine of fifty horse power, furnaces, lathes, saws, and machinery of every description appertaining to the present works, with a neat dwelling-house, workmen's cottages, &c. The present power produces 250 to 280 tons of railway bars per week, which may be doubled by the completion of arrangements already commenced, and with an extension to the produce of bar and rod iron, may be adapted at an unimportant expenditure. The Cardiff Railway and the Glamorgan Canal approximate within 150 yards. The neighbourhood is very improvable; there is a good market at Newbridge, and every desideratum calculated to promote commercial prosperity and domestic comfort.

May be viewed, by application to the agent, on the premises, of whom particulars may be had fourteen days previous to the sale; also at the Mart; and of Messrs. Shuttleworth and Sons, 28, Poultry.

VERY VALUABLE MINES AND MINERALS, IRON WORKS, COPPER WORKS, FACTORIES, ETC.

M. S. MURRAY, TATTERSALL, & MURRAY will SELL BY AUCTION, in lots, at the Mackworth Arms, Swansea, on Wednesday, the 4th July next, one-third portion of the

DEMESNE and MANOR of NEATH ABBEY,

in the county of Glamorgan, amounting to 240*ac.* 1*r.* 15*p.*; together with one-third of all the very VALUABLE MINES and MINERALS

under the surface, extending from the River Tawe and the Swansea Canal on the north, to the Neath and Swanes Canal and the sea-port town of Neath on the south—a district abounding in approved Veins of excellent Bituminous Coal, Iron-stone, and Fire clay, a considerable portion of which is wrought level free. ALSO, ONE-THIRD SHARE in the CROWN, CHEADLE, and MINES ROYAL COPPER WORKS, the NEATH ABBEY IRON WORKS,

with its Steam Engines, Iron and Blast Furnaces, Forges, &c. &c., all in the immediate vicinity of the sea-port and market towns of Neath and Swansea, in the county of Glamorgan.

Printed particulars, with plans, will be published on the 20th May; and for further information apply to Thomas Fox, Esq., Beaminster, Dorset; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street, London. Letters post paid.

A Patent for Steam Boilers of very superior pretension, secured by English, Scotch, and Irish patents, an invaluable discovery, certain of realising an independent fortune.

M. GEORGE ROBINS is directed by the sole proprietor to OFFER TO PUBLIC COMPETITION, at his Rooms in Covent-garden, on Monday, Jan 4, at Twelve, this celebrated PATENT, which is the one so justly renowned.

OGLE and SUMMERS' INVENTION, the patent double tubular boiler, and which experience has shown has approached nearer to perfection than any pretended rival. A little inquiry is alone necessary to incline those who have been fortunately saved from the ruin attendant on the bubble schemes, with which the unwary have been inundated, to adopt this as a mainstay upon which they may repose in perfect security. The journeys from Liverpool to Southampton demonstrate that thirty miles per hour may be accomplished in perfect safety. The mail-coach establishment (so much and so deservedly commended) may, by means of this powerful yet small boiler, arrive at the same speed which the Liverpool Rail-way has accomplished; and as the system is one unaccompanied by danger, government and the steam navigation companies will, if necessary, adopt it; and, if carriages fitted with this boiler, be allowed a fair and candid trial, away go at once the visionary prospects of all the present and projected railways, unless this boiler is used. Amongst an infinity of exclusive advantages may be named one of its leading attributes, that of perfect safety. It will effectually remove the possibility of a recurrence to the daily and fearful loss of lives from the bursting of the inefficient and cumbersome boilers now in use. It is capable of being applied to every useful purpose to which steam is applicable, and if adapted to railways, carriages, and steam vessels, will necessarily compel all previous efforts to hide their diminished heads. Also, the two steam carriages, one of which is now fitted up with the above boiler, with some useful appendages; as also two of the patent boilers ready for use. Capitalists, engineers, and speculators will do well to give to this patent a thorough and searching investigation, with a view to demonstrate the utter nullity of any previous efforts as compared with the present patent. Facts are stubborn things, and the uninhibited in the mystery of the mechanical process are invited to seek ocular demonstration, as a certain fortune must be the result of industry and a little capital; in fact, no project that has been offered under the auspices of the richest and most respectable millionaires of the city, holds forth such inducements for the formation of a joint-stock company, on the most extended scale, for the manufacture and general application of this patent boiler, the patent for which is only to be parted with on account of the proprietor possessing no title to, or inclination to engage in, mechanical pursuits.

The specification of this invaluable patent may be seen, daily, at Mr. Robins's offices, Covent-garden, where particulars may be had; and where the evidence of scientific engineers, &c., before the committee of the Houses of Lords and Commons, regarding the power and safety of this boiler, and the danger of large chamber boilers, may be perused.

M. THOMAS ALLSOP, STOCK and SHARE BROKER, respectfully announces that he has REMOVED from Old Broad street into the more central and convenient offices occupied by the Blackwall Railway Company, No. 34, Cornhill. * * * Allsop has at all times the means of effecting purchases and sales in the BLACKWALL, NORTHERN and EASTERN, BIRMINGHAM and MANCHESTER EASTERN COUNTIES, and CROYDON RAILWAYS upon advantageous terms. Business transacted in the shares of all the Public Companies, and in the more respectable Mines. N.B. A large office to let.

34, Cornhill, London.

MINING PROPERTY FOR SALE OR PURCHASE.

WILLIAM TRENTON, Jun., Mine Agent and Share Broker (late of Redruth, Cornwall), 50, Threadneedle-street, London, is in a situation to treat for the SALE or PURCHASE of the BEST MINING SHARES in Devon and Cornwall, together with those that are at a considerable discount. All communications to be sent to him.

CORNWALL.—VALUABLE MINE PROPERTY FOR SALE.

TO BE SOLD BY TENDER, the lease or set of EAST WHEAL GILBERT AND MERRY-MEETING TIN AND COPPER MINE, in the parish of Blisland, between Bodmin and Camelford, together with the valuable machinery, buildings, and effects thereon. Several Tin and Copper Lodes have been intersected in the dit level, and parcels of them have been returned, and there is every prospect of the mine proving a profitable adventure; the Mine is advantageously situated for working, at a small expense, having an unlimited supply of surface-water for all possible purposes of the Mine. The scripholders not paying the calls necessary for actually working the Mine, alone induces a majority of the proprietors and directors to adopt this course—several of the scripholders would join a company to work the Mine on the cost-book system.

Tenders will be received by Mr. JOHN LONGMAID, Liskeard, and Mr. WILLIAM LONGMAID, Tavistock, until the 31st instant; and on application to either of them further particulars may be known, and specimens of the ores seen—the captain of the Mine will show the same. The party whose Tender is accepted will receive notice thereof on or before the 6th of June next.

Dated May 15.

TO LEAD SMELTERS.—TO BE SAMPLED, on Wednesday, the 23rd instant, on Wheal Elizabeth Mine, TWENTY TONS of SILVER LEAD.—Wheal Elizabeth Mine, May 15.

TO LEAD SMELTERS AND OTHERS.—About TWENTY TONS of SILVER LEAD ORE will be SAMPLED at Ivy Bridge Consols Mine, on Tuesday, the 29th inst.—Parties desirous of purchasing may obtain information previously, on application to the purser, if by letter, post paid.

Ivy Bridge Consols Mining Office, Union Baths, Plymouth, May 17, 1838.

TO CAPITALISTS.—SHARES IN A VALUABLE LEAD MINE TO BE SOLD.—The proprietors of a current-working and valuable Lead Mine, in the county of Northumberland, are desirous of increasing the number of Shares in the concern, for the purpose of enabling them to win the lower sills of the mine. The Mine has been extremely productive in the higher sills, which are at present yielding ore. There are Smelting Mills, and every convenience on the premises for working the mine in the most extensive manner; and being situated at a short distance from the Newcastle and Carlisle Railway, the Lead can be conveyed to market at a cheap rate. Or, the Company will treat for the Sale of the entire concern.—References will be given on application to the Editor of the "Mining Journal."

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that all the SCRIP CERTIFICATES of this Company, which shall not be registered THIS DAY, the 19th instant, will be declared absolutely and positively FORFEITED.

By order,
Thames Haven Dock and Railway Office, 28, Moorgate-street.

HENRY AMSINCK, Sec.

THAMES HAVEN DOCK, at the Entrance of the River, between Gravesend and Southend, on the Northern Bank, Thirty-six Miles from London Bridge.—CONTRACT FOR WORKS.—To be Contracted for, in one sum, the CONSTRUCTION of this DOCK. Plans, Sections, and Specifications may be seen at the office of Mr. Giles, Engineer to the Company, Beaufort-buildings, Strand.

Sealed Tenders are to be sent to the office of the Company on or before the 4th June next; and the Directors do not bind themselves to accept the lowest tender.

By order of the Court,
HENRY AMSINCK, Sec.

COMMERCIAL RAILWAY COMPANY—(LONDON AND BLACKWALL)—Contract for Works.—The Directors of the Commercial Railway Company will meet at the Railway-office, 62, Moorgate-street, on Tuesday, the 19th of June, at Eleven o'clock, to receive TENDERS for CONTRACT for the following WORKS:—

To construct a portion of the viaduct, commencing at a point marked A on the plan, at the south-west corner of Chambers-street, in the parish of St. Mary Magdalen, Whitechapel, and terminating at another point marked B, on the west side of George-street, in the parish of Stepney, being a distance of about one mile and 540 yards, with all the foundations, piers, arches, iron work, &c., complete, and to keep the same in repair for one year after completion.

Drafts of the contract, with plans and specifications of the works, will be ready for inspection at the engineer's office, 354, Great George-street, Westminster, on and after the 1st of June.

Printed forms of tender may be had at the Railway-office, 62, Moorgate-street, and no others will be attended to.

The tenders must be delivered (sealed) at the office on or before Eleven o'clock of the 19th June, and parties tendering must attend in person at the time of meeting. The parties whose tenders are accepted will be required to enter into a bond with two sureties, for the due performance of their contract, in a penalty not less than ten per cent. on the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender.

The directors will not bind themselves to accept the lowest offer.

The contractor (if he require it) will be furnished by the company with a counterpart of his contract at his own expense.

WILLIAM ROUTH, Chairman.

London, May 12.

GREAT LEINSTER AND MUNSTER RAILWAY.—FIRST EXTENSION FROM DUBLIN TO KILKENNY.

At the First General Meeting of the company, held on Friday, the 11th of May, at the London Tavern, Bishopsgate-street, the following resolutions were unanimously adopted:—

1. That the report and accounts submitted to the meeting be adopted and printed for the use of the proprietors.

2. That the thanks of the proprietors be given to the directors for the able and judicious manner in which they met the difficulties presented to the passing of the act, and for the very satisfactory evidence by which they established before Parliament the mercantile and engineering capabilities and advantages of the line.

3. That the comparatively small cost at which the act was obtained, and the preliminary inquiries effected, is deserving of especial remark, and that the thanks of the proprietors are particularly due to the directors for the carefulness and economy with which they have administered the funds of the company.

4. That from the careful inquiries which have been instituted, the shareholders feel convinced of the advantages which may be anticipated from this undertaking, and request the directors to proceed with the works with all possible vigour.

5. That the directors having for upwards of two years devoted their time and attention to the interests of the company without remuneration, be paid the sum of £1200 for their services to the 1st of January last.

6. That the thanks of the meeting be given to Henry Bainbridge, Esq., for his proper and efficient conduct as chairman of this meeting.

Nots.—The report, with the accounts, are being printed, and will be ready for delivery to the proprietors, at the company's office, in the ensuing week.

Office, 42, Cornhill, London, May 15.

GREAT NORTH OF ENGLAND RAILWAY.—CONTRACTS 3, 4, 5, 6—County of York.—TO BE LET, the formation and completion of several works on this railway, comprised in the above-named contracts, beginning at the bridge across the river Wharfe, near Kirby, in the county of York, and terminating at the north side of the Castle Hill, near Northallerton, extending altogether five miles eight chains or thereabouts, with all the excavations, embankments, culverts, drains, roads, fences, and other works, connected with the same, agreeably to the plans, sections, specifications, and conditions, which will be ready for inspection, at the company's office, in Darlington, on and after Wednesday, the 9th day of May.

Sealed Tenders, addressed to the Secretary, and with the words "Tender for Works," written outside, will be received at the same place till Ten o'clock in the forenoon of Tues. ay, the 9th day of June next.

The Directors will meet at the office at Twelve o'clock at noon, on Tuesday, June 12th, to let the contracts, when the parties tendering or persons duly authorised by them, must be in attendance.

The contractor will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty not less than 10 per cent. on the gross amount of the contract. The names of the proposed sureties must be given at the time of tendering.

The tender must be made upon printed forms, properly filled up, which may be obtained at any of the following places, on and after the 9th day of May, and no others will be noticed—viz :

London Henry Patteson, Esq., George-street, Mansion-house, Liverpool Isaac Miller, Esq., North Crescent-chambers.

York Mr. George Baker, Railway Office.

Leeds Messrs. Ridsdale, Sharp, Brokers.

Northallerton Mr. Lancelet Marshall.

Thirsk Mr. William Baker, Market-place.

Newcastle-upon-Tyne Mr. Jonathan Disney.

Or at the Company's Office, in Darlington.

The Directors do not bind themselves to accept the lowest tender.

By order,
J. MILLER, Sec.

Great North of England Railway Office, Darlington, April 25.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their Offices, No. 9, Brown-street, in Manchester, on Monday, the 16th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned contracts:—

Todmorden Contract.—To make and maintain the railway with all its

embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings; as also the Gauxholme Viaduct. Commencing at a point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Todmorden to Burnley; being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauxholme viaduct.

Mill Wood Contract.—To make and maintain the railway, with all its works

and effects, from the termination of the Todmorden contract to Castle Clough Mill, being a distance of about sixty-two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine-buildings, Hunt's Bank, Manchester, on and after the 1st day of June.

Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the railway office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 19th June, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties for the due performance of the contract, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 30.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their Offices, No. 9, Brown-street, in Manchester, on Monday the 11th day of June, 1838, at twelve o'clock at noon precisely, to RECEIVE TENDERS for the under-mentioned Contracts:—

GAUXHOLME VIADUCT CONTRACT.—To make and maintain the Railway upon arches, with all its works, commencing on the south-west side of the westerly side of the Roebdale Canal at Gauxholme, and terminating on the north-east side of the turnpike road from Todmorden to Haslingden, being a length of about 320 yards.

SOWERBY CONTRACT (including the Sowerby tunnel).—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary stone blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings), commencing in the number 172, Sowerby township, situated between Long

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

FRIDAY.

Birmingham and Derby Railway—Petition for bill; referred to select committee on petitions for private bills.*London and Croydon Railway Bill* (No. 1)—Lords amendments agreed to.*Grand Junction Railway Bill*—Two petitions against; referred to committee on the bill.*Joint-Stock Banks*—Petition from Dundalk, for enabling Joint-Stock Banks to establish branches at Dundalk; referred to select committee on joint-stock banks.*Midland Counties (Moun'tsorrel) Railway*—Bill reported; report ordered to lie on the table, and to be printed.*British Pledge Society Bill*—Two petitions against; ordered to lie on the table.

MONDAY.

Bolton and Preston Railway—Bill reported; report ordered to lie on the table, and to be printed.*Grand Junction Railway Bill*—Petition of the Manchester and Birmingham Railway Company against; referred to the committee on the bill; counsel ordered.*British Pledge Society Bill*—Petition against; ordered to lie on the table.*Oxford and Great Western Union Railway Bill*—Evidence taken before the committee on the Bill of last session, referred to the committee on the present bill.

TUESDAY.

Eastern Counties Railway Bill—Three petitions against, from Lord Petre, William Davis, and Robert Robertson; ordered to lie on the table.—Bill ordered to be read second time on this day fortnight.*Birmingham, Bristol, and Thames Junction Railway*—Bill read second time, and committed.*British Pledge Society Bill*—Ordered for second reading read, and discharged; bill withdrawn.*Oxford and Great Western Union Railway Bill*—Petition in favour; ordered to lie on the table.*Message from the Lords*—That they have agreed to St. Helen's and Run corn Gap Railway Bill, without amendment; and the Manchester, Bolton, and Bury Canal, &c. Bill, with amendments.*Galvanization of Metals Company*—Petition for leave to present a petition for a bill; referred to select committee on petitions for private bills.*Manchester, Bury, and Bolton Canal, &c.*—Lords amendments agreed to.*Grand Junction Railway Bill*—Petition against; referred to committee on the bill.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Lord MELBOURNE postponed for a week the second reading of the Poor Relief Bill for Ireland, on account of the indisposition of the Duke of Wellington.—Some conversation followed on the presentation of petitions against the New Poor Law, and the House adjourned.

TUESDAY.

A bill for the Protection of Labourers migrating from the East Indies to the West Indies was presented by Lord GLENELG, and read a first time.—The Church Vestries Bill was read a third time.—The Bishop of LONDON obtained leave to bring in a bill to amend the Clergy Residences Act.—The Revenue Act Amendment Bill was read a second time.

WEDNESDAY.

The House did not meet to-day.

FRIDAY.

The Lord CHANCELLOR said that the Imprisonment for Debt Bill had, in committee, received important alterations and improvements.—The bills on the table having been forwarded a stage, their lordships adjourned.

HOUSE OF COMMONS.

MONDAY.

After the presentation of petitions, Lord J. RUSSELL moved, that the House resolve into committee on his resolutions regarding tithes (Ireland); and, in so doing, he dwelt at great length on the amendment, to be proposed, to rescind the "appropriation" resolutions of 1835. To carry such a proposition—to rescind what was in 1835 resolved regarding Ireland—would be, he contended, declaring to Ireland that the policy latterly enforced was to be reversed, and harsh measures introduced in their stead. Sir T. D. ACLAND moved the amendment, that the resolutions of 1835 be rescinded. An extended, but not very animated debate ensued, in which many members took part. The debate was adjourned.

TUESDAY.

The second reading of the Eastern Counties Railway Bill was postponed until this day fortnight.—The adjourned debate on the Irish Church was resumed, when Sir T. D. Acland's amendment was negatived by a majority of 19. The numbers were 317 to 293.

WEDNESDAY.

Mr. R. STEUART moved that the house, at its rising, adjourn till Friday next—which proposition was agreed to.—A number of petitions were afterwards presented and the orders of the day were read, and several bills forwarded a stage.

FRIDAY.

Lord J. RUSSELL said he intended to proceed with the Municipal Corporations (Ireland) Bill next week.—The CHANCELLOR of the EXCHEQUER brought forward his "financial statement," the discussion of which occupied the remainder of the evening.—The second reading of the Eastern Counties Railway Bill was deferred till Wednesday, 30th inst.

MIDLAND COUNTIES (MOUNTSORREL) RAILWAY.

Mr. William Evans reported in the House of Commons, on Friday evening, the 11th inst., from the committee on the Midland Counties Railway and Mountsorrel Branch Railway Bill, that the committee had agreed to the following report:—

That the objects of the present bill are to amend certain provisions contained in the act for establishing the Midland Counties Railway, and to authorise the construction of a short branch from the main line to the town of Mountsorrel, in the county of Leicester, principally for the purpose of facilitating the conveyance of granite from the Mountsorrel quarries to the main line near Barrow, and carrying back lime from the works at the latter place.

That it appeared to the committee that several of the matters required by the standing orders to be proved before committees on railway bills, and to be reported upon specially, were inapplicable to the present bill.

1. That the company are not authorised by the present bill to raise by loan or mortgage any further sum than that authorised by their act of incorporation, viz., one third of their capital; and that they have not the power to raise any money by loan or mortgage, until 50 per cent. on the whole of their capital shall have been paid up.

2. That this order is inapplicable, as it is not intended that carriages will be propelled by steam on the proposed branch, but that the same will be constructed for working by horses only.

3. That this is inapplicable, as the capital of the company was regulated by their former act, and is not altered by the present bill.

4. That this is inapplicable, inasmuch as there are at present no means of communication between the town of Mountsorrel and the main line of railway.

5. The number of passengers, and the weight and description of goods, expected upon the proposed branch railway, are contained in Appendix (A).

6. The amount of income expected to arise from the conveyance of passengers and goods, and in what proportion, is set forth in Appendix (B).

The description of goods from which the largest revenue is anticipated is granite and lime.

7. The proposed branch railway is a complete and integral line between the termini specified.

8. There is no competing line of railway existing, or in progress, or in contemplation, so far as regards the proposed branch.

9. There are no inclined planes on this branch.

10. There are no peculiar engineering difficulties.

11. There is no tunnel.

12. The gradients and curves are generally favourable for horse-power. The steepest gradient is 1 in 140; and the smallest radius of a curve is half a mile.

13. The length of the branch is one mile and three chains.

14. The proposed branch has every fitness in an engineering point of view.

15. It is intended to pass on level the highway leading from the village of Sibley to the village of Barrow; but it appeared to the committee, that the branch railway will be worked by horses, and not by carriages propelled by steam; and there are several restrictive clauses for preventing injury to the road and danger to the public.

16. The amount of the estimated cost or other expenses to be incurred up to the time of completion of the branch is £5000; which appear to be sufficiently supported by evidence, and fully adequate for the purpose.

17. It is estimated that the annual expenses of the branch, when completed, will amount to £100.; and the calculations on which the charge is estimated have been sufficiently proved.

18. The calculations given in evidence before the committee have satisfactorily established that the revenue is likely to be sufficient to support the annual expenses of the branch and still allow profit, independently of the advantage to the company by the increase of traffic on the main line.

19. The number of assents, dissents, and neutrals upon the proposed branch, and the length and amount of property belonging to each class, are inserted in Appendix (C).

20. The name of the engineer examined in support of the bill is Samuel Smith Harris. No engineer was examined in opposition to it.

21. That no petition was referred to the committee, in opposition to the preamble of the bill or to any of its clauses.

22. That there is no other circumstance which, in the opinion of the committee, it is desirable that the House should be informed of.

By Appendices A. and B. it appears that the number of passengers, and the weight of goods, expected upon the proposed branch railway is as follows:—

Number of passengers..... 41,600 annually, producing..... £433 6 0

Weight of goods..... 37,000 tons, producing..... 183 9 0

£626 15 0

Besides small parcels and other light goods.

Mr. Evans further reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereto.

BOLTON AND PRESTON RAILWAY BILL.

Lord STANLEY reported in the House of Commons, on Monday evening, the 14th inst., from the committee on this bill, and to whom several petitions against the bill were referred, that they had considered one of the said petitions, and had heard counsel in favour of the bill, and that they had agreed to the following report:—

That the object of the bill being merely to divert a portion of the railway as authorised by an act of the last session, and also to make a small branch, it did not appear to the committee that the 1st, 3d, 4th, 5th, 6th, 7th, 8th, and 13th standing orders, to be reported upon by committees on railway bills, were applicable to the present case.

2 and 15. That the proposed deviation and branch do not cross any turnpike road or highway on a level.

9. That it is not intended to employ any assistant engine upon either the deviation or branch.

10. That they do not present any peculiar engineering difficulties.

11. That there is one tunnel on the proposed line of deviation of 300 yards long, 25 feet high, and 30 feet broad; the strata, though not favourable, do not, in the opinion of the engineer, present any practical impediment to the formation of the tunnel; nor is it necessary, with reference to its length, to resort to any extraordinary means of ventilation.

12. That the gradients and curves on the deviation and branch are as favourable as the country will admit, the steepest gradient being 1 in 132, and the smallest radius of a curve half a mile, which occurs at the point of junction with the North Union Railway.

13. The length of the proposed deviation is four miles nine chains, and of the branch half a mile.

14. That both the deviation and branch are fitted, in an engineering point of view, for the purposes for which they are intended.

16. That the estimated cost of constructing the proposed deviation and branch is £14,300.; which estimate was satisfactorily supported by evidence.

17. That the annual expense of maintaining the railway, according to the proposed deviation, will be less than the amount which would have been requisite to maintain the line as originally laid down.

19. That the assents, dissents, and neutrals of owners, lessees, and occupiers, and the extent of property represented by them respectively, are shown.

20. That the only engineer examined in support of the bill was Mr. John Urpeth Rastrick; and no engineer was examined against it.

21. That the following petitions against the bill were referred to the committee, viz.—Lancaster and Preston Railway Company; G. G. Wainwright, Esq.; Thomas Gaskell, Esq.; Lady Houghton; Robert Towneley Parker, Esq.; Lancaster and Preston Railway Company—in support of which petitions no one appeared; and the Lancaster Canal Navigation Company—in behalf of which Messrs. Jones and Walmsley appeared as agents. That various amendments were made in the bill at the instance of the said petitioners, and satisfactory arrangements were made with all of them.

22. That the only circumstance which the committee think it necessary to advert to is, that the bill has been brought into the House in fulfilment of a recommendation of the committee of last year, and under an arrangement with the North Union Railway Company as to tolls, whereby the needless formation of six miles of railway, and a heavy expenditure arising from the formation of a second embankment across the valley of the Ribble, will be avoided.

Lord STANLEY further reported from the committee, that they had examined the allegations of the bill, and found the same to be true; and had gone through the bill, and made several amendments thereto.

OPENING OF THE LONDON AND SOUTHAMPTON RAILWAY.

The works upon this undertaking have now been so far completed as to permit its being opened to Woking-common, a distance of twenty-three miles from London. The first experimental trip upon this extended line was made on Saturday last, when the directors, accompanied by their chief engineer, Mr. Locke, by several noblemen and members of parliament, paid a flying visit to the admiring rustics who had congregated in thousands at Woking. The party invited to accompany the directors assembled at the terminus at Nine Elms, near Vauxhall-bridge, soon after one o'clock. The preparations for the jaunt having been completed, the party, amongst whom were the Earl of Carnarvon, Lord Adolphus Fitzclarence, Mr. Shaw Lefevre, M.P., Mr. Robert Gordon, M.P., Mr. Dovett, M.P., Mr. Thomas Duncombe, M.P., Mr. Robert Verney, Bart., M.P., Sir Matthew Wood, Bart. M.P., Mr. Ward, M.P., Mr. Mildmay, M.P., Mr. Huie, M.P., Mr. Martin (of Tewkesbury), M.P., Mr. Easthope, M.P., Mr. Morrison, Mr. Moss, the chairman of the Birmingham and Liverpool Grand Junction Railway, and other gentlemen, took their seats in the carriages, and two minutes afterwards Vauxhall, with all its smoke, was upwards of a mile behind them. Rolling onward at an equal but rapid rate Wandsworth and Wimbledon were soon passed; Merton was seen on the left; and in a few minutes Kingston, with all its lovely scenery, showed itself in the distance. Advancing at the same well-sustained pace, Kingston quickly fell into the rear, and the train entered the delightful valley which lies between Long Ditton and Esher. Thence, continuing its course, Weybridge and Addlestone appeared on the right; Byfleet, and the long and beautiful range of hills which bound the neighbourhood of Leatherhead and Dorking on the left; and a few minutes afterwards the station at Woking-common was gained. The whole distance (twenty-three miles) was accomplished in forty-five minutes, and yet to the passenger there was no appearance of extraordinary speed. After the directors and their guests had partaken of the handsome and liberal repast which had been provided for the occasion, and after some time had been passed in observation of the surrounding scenery, the steam was again put on, the party returned to their seats, and in forty-three minutes (two minutes less than the time occupied in going down) they were once more safely deposited at the terminus at Nine Elms. The whole distance out and home (forty-six miles) was accomplished without the semblance of an accident, in the short time of one hour and twenty-eight minutes.

Between London and Woking-common there are five stations or places where passengers and goods are taken up or deposited. The first of these is at Wimbledon, six miles from town, whence passengers will be forwarded to London in fifteen minutes.

The next is at Kingston, ten miles from town, whence passengers will be forwarded to London in twenty minutes. Then at Ditton marsh, twelve miles from town. Three miles farther is the station at Hersham-green, which will embrace Hersham and Walton, and send passengers to town in thirty-seven minutes. Next there is the station at Weybridge-common, seventeen and a half miles from town, whence the traveler will find himself in London in forty-four minutes. Finally, there is the station at Woking-common, whence, at the ordinary pace (calculated at twenty-four miles an hour), the passenger will be transmitted to town in fifty-seven minutes.

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At dinner the directors were joined by the Duke of SUSSEX, who had expressed a wish to take part in the excursion of the morning, and was only prevented from doing so by the delicate state of his health, and the dread of an east wind. In other respects the party was much as it had been upon the railway. Mr. Easthope, the chairman of the company, presided.

After the healths of the Queen and the Queen Dowager had been drunk with warm demonstrations of loyalty, the CHAIRMAN rose to propose the health of His Royal Highness the Duke of SUSSEX, which was drunk with much enthusiasm.

The Duke of SUSSEX, in returning thanks, begged to express his warm acknowledgments for the kind manner in which the company had received the toast, and likewise to his hon. friend the chairman for the handsome manner in which he had introduced it to their notice. His honourable friend certainly did him justice in stating his anxiety at all times to promote, and, with others, to assist in the advancement of every measure which he thought conducive to the improvement and advantage of the country. That would naturally be the object of every individual, but more particularly of one placed in the situation in which he stood, because he must feel that as the improvements of the nation increased in value and importance, so must those who, by Providence, were placed in an exalted station in an equal ratio stand

higher in the estimation of the world in general. He believed it was one of the principles of every well-regulated society that no part of it could advance without the other parts advancing in an equal degree. That was the principle upon which the constitution of England was founded, and he was sure that everybody present would feel with him that it was to that principle that they owed all the security and prosperity they possessed. He looked upon railways as one of the most important improvements of modern days, and although he was not so sanguine as to expect that all which were in contemplation would succeed, he confessed that that which ran from London to Southampton was one from which he anticipated immense success and immense benefit. In case of war, the immediate communication which the railway would afford between London and Southampton would point out the latter as the most convenient place for the establishment of a dépôt; and at all times, whether in peace or war, he should not be surprised to find that much of the valuable produce of the East Indies would find its way into Southampton river, and thence by this new and rapid mode of transit to the metropolis. He concluded by proposing "Prosperity to the London and Southampton Railway," which was drunk with much applause.

The CHAIRMAN felt satisfied that those about him who were interested in the London and Southampton Railway felt deeply indebted to His Royal Highness for his good wishes, and to the company generally for the cordiality with which they had received the expression of them. He concluded by proposing "The Health of the Earl of Carnarvon."

His LORDSHIP, in returning thanks, observed that in the excursion of that morning, he had been for the first time in his life upon a railway; and it was no slight pleasure to him to feel that it was upon the London and Southampton Railway, which was endeared to him by so many recollections. It was the more gratifying to him when his memory recurred to a period three years back, and when he called to mind the dark forebodings, the singular prophecies which were then made, that St. George's-hill, which they had that day so triumphantly passed, might be wrought upon by all the strength of the "company" for ten years, and that the work would still remain unfinished. It was, therefore, with no slight nor inconsiderable feeling of triumph that he had that day found himself rapidly passing that great and formidable obstacle with so smooth and equal a motion. He anticipated the greatest public advantage from the prosecution of great undertakings of this description. Take the experience of that morning: could anything be more delightful than the rapidity and ease with which one found oneself conveyed a considerable distance into the country, and then with the same dispatch returned to town? It had been said that the increase of public business and the consequent extension of the sessions of Parliament, had robbed a great portion of the residents in London of their summers. These railways would be the means of restoring them again. There was none that would traverse a more delightful country—none from which he expected greater national advantage—none which he more ardently desired to see carried to a successful termination, than the London and Southampton Railway, in whose interests, from the commencement of the undertaking, he had never ceased to entertain a deep and strong concern.

Several other toasts were proposed, and the company did not separate till after

<i>Receipts and Expenditure to 1st of May, 1838 (exclusive of sums received on account of call due 1st of March, 1839):—</i>	
Deposits of £2 10s. on 5736 shares issued in London	£14,340 0 0
1839 Dublin	4,747 10 0
Deposits of £1 on 61 shares issued in Dublin	61 0 0—10,148 10 0
Dividends and interest received	710 7 0
	£19,858 17 6

<i>Law and Parliamentary Expenditure during the Sessions of 1836 and 1837:</i>	
Solicitors (England and Ireland) obtaining the Act ..	£ 4,494 6 8
Disbursements (from Aug. 1834, to passing of Act in July, 1837) including witnesses, collecting evidence, travelling, counsel, &c.	2,869 19 2
Parliamentary fees and agency	1,176 2 9
Parliamentary printing	529 18 3—5,552 6 10
	<i>Engineering and Surveying.</i>
Engin. and surv. (including surveys to Limerick, Cahir, & Wexford)	4,274 18 9
Advertising	491 18 4
Office expenditure (furniture, rent, secretary and clerks for 2½ years, printing, stationery, &c. &c.) in London	1,849 16 3½
Ditto ditto ditto in Dublin	1,163 17 5—2,504 16 8½
Incidental expenses (travelling, commission, and interest)	556 16 9½
Total expenditure	16,380 4 5
Balance	3,478 13 1
	£19,858 17 6

<i>STOCK ACCOUNT.</i>	
April—Purchase of £4,000 consols	£ 3,675 15 3
May — " 10,000 exchequer bills	10,222 10 0—13,898 5 3
Sold 42,250 consols	2,065 12 10
8,900 exchequer bills	8,308 13 9
Balance	10,374 6 7
	3,523 18 8—13,898 5 3

The CHAIRMAN said, if any gentleman had questions to ask, either as to the management of the concern, or that which respected the engineers department, they were there most ready and anxious to answer them.

Mr. G. LEWIS SMYTH moved that the reports and accounts submitted to the meeting he adopted and printed for the use of the proprietors. In proposing this resolution he begged to observe, that he could not refrain from expressing the very favourable opinion he entertained of the report which had just been read to the shareholders. With regard to the economy in the disposal and management of the funds, and the temper and discretion exhibited by the board of directors, from the commencement of the undertaking to its present state, they afforded a very rare instance, both of faith and ability, in an age when faith and ability were by no means uncommon in matters of this kind. The conduct of the board had been most advantageous to the proprietors, and it must terminate in the complete success of the proceeding, provided it were favoured with the same attention which had hitherto been bestowed upon it. Mr. Wilson seconded the motion, which passed unanimously.

Colonel ROCHEFORT proposed a vote of thanks to the directors for the able and judicious manner with which they had conducted the undertaking, and for establishing before Parliament, by the most satisfactory evidence, the mercantile and engineering capabilities of the line. He was very happy, as an individual, to bear his testimony to the zeal and discretion which the directors had shown upon this occasion. The details which had been gone into did not require any addition, and yet, he could not help remarking upon the first portion of this line—that to Sallins—being executed, great profits must accrue to the company, because that point would be found to meet the passage-boats plying on the Grand Canal for the carriage of passengers to Limerick, Ballinasloe, Mount Mellick, and Athy. To enable the passengers to get that distance by the canal occupied nearly five hours (on account of the great number of locks), while by the railroad the passengers would be carried there in three-quarters of an hour. Facilitating the passengers so much on their journey would be a source of great profit to the railway, and of vast advantage to the canal company. Then, looking to Kilkenny, they must perceive, that through that city passed all those going from Dublin to Waterford, Clonmel, Dungarvon, and the whole of the south of Ireland. He wished to observe, that notwithstanding all that had been said of the Irish and of their idleness, he had lived for forty years amongst them, and he thought there was not a more industrious people upon the face of the earth. Let it be shown to them how they were to get anything to do—to expect a man with a family to work, and obtain no profit from his labour, was an absurdity. By opening lines of railway, and thus giving an impulse to trade, and a profit to labour, they were, in his opinion, conferring upon Ireland the very best poor law it could have.

Mr. THOMAS WILSON proposed a vote of thanks to the directors, for the carefulness and economy with which they had administered the affairs of the company. Mr. POWELL seconded the motion.

The resolutions passed will be found in our advertising columns.

The two engineers (Messrs. Aher and MacNeill) were then asked several questions, and from their answers it appeared that the line will be executed for 100,000*l.* less than they had estimated before the Parliamentary Committees; and if they went to work upon it this year the whole could be completed within the next three years. The first part of the line, to Sallins (the most expensive part) could be completed in eighteen months—and there were thirty-six miles of the line perfectly level.

Mr. MAHER, M.P., said he had called upon Mr. Drummond, the Under-Secretary for Ireland, to know when the Royal Commissioners' Report on this subject would be presented to Parliament, as he was exceedingly anxious to have it, being quite certain that he could have used it as a strong evidence to lay before the proprietors, to show the value of their line. The commissioners' report, he was informed, was not yet ready. He was quite sure, if they required it, they could easily procure a loan from the Board of Public Works, there being no instance of a loan being refused in such a case as this; and Government, having always evinced the greatest anxiety to aid and promote public works in that country.

Thanks having been voted to the chairman, the meeting adjourned.

NORTHERN AND EASTERN RAILWAY COMPANY.

A special general meeting of the shareholders of this company was held at the City of London Tavern, on Tuesday, the 15th inst., to consider a report to be submitted by the directors, on the expediency of abandoning that portion of the line between Islington and Tottenham, in consequence of a proposed junction line from Blackwall to Tottenham Mills-road, giving the company the double advantage of a terminus—at the East India Docks with a direct communication with the river, and also of the Commercial Blackwall Railway, near Fenchurch-street.

HENRY GEORGE WARD, Esq., M.P., in the chair.

The advertisement convening the meeting having been read,

The CHAIRMAN, in opening the business of the day, submitted to the proprietors the reasons that induced the board of directors to take up the project they had entertained, and he trusted the meeting would come to a decision to give power to the directors to enter into arrangements with the Commercial Blackwall Company, which power they did not now possess; it could not now be expected that they should enter into any details upon the subject, but the directors awaited the concurrence of the shareholders, after having heard the reports, which were then submitted.

The report will be found in our advertising columns.

The CHAIRMAN observed, that the directors would not bias the feeling of the proprietors, but would submit the report of Messrs. Stephenson and Bidder, upon the proposed line from Blackwall to Tottenham Mills-road, of which they had the supervision, and which was read accordingly.

The CHAIRMAN observed, that the directors had, since that report was made out, altered the mode of payment of toll to the Blackwall Company from a certain sum on each passenger, to a payment out of the profits, proportionate to the number of miles each company ran upon that line—or, in other words, from tollage to mileage.

Mr. WILLIAMS commended the vigilance the directors evinced in watching over the interests of the company, and could not but think the speculation most eligible which afforded profit without outlay of capital.

The CHAIRMAN observed, that when they had completed the negotiations relative to this business they should be able to prosecute the works northward with vigour—if they should succeed in passing the Bill in Parliament for this new line between Blackwall and Tottenham Mills-road—as an extension or deviation line they should be able necessarily to proceed much quicker with than if it were introduced as a new line; eleven miles of the line they expected to complete by May 1839, and calculated upon a large revenue from the traffic on that distance, which would materially increase their ability to prosecute the works.

A PROPRIETOR inquired if the Blackwall company were inimical to the proposed line, or if they were disposed to assist them?

The CHAIRMAN said that they had originated the project.

Mr. ROUTH (chairman of the directors of the Blackwall company) said that they were most desirous to promote the business, seeing the great advantage that would arise to both companies.

It was then moved that the report be received and adopted.

A SHAREHOLDER wished first to inquire if the Eastern Counties Railway Company would give any opposition to the intended measure?

The CHAIRMAN said they had given them intimation that they should watch their progress, but he apprehended no opposition from them—the fact of their being likely to create a competition with the company, was in their favour.

Mr. HARRISON moved as an amendment to the resolution before the meeting, “That the report should be printed and circulated among the shareholders before a step of such importance was decided on.”

The CHAIRMAN observed, that the directors only wanted power at this meeting to treat with the Blackwall company—at a future meeting they should have to decide upon what course to pursue.

The amendment being put, was lost; and the resolution being carried.

Mr. WILLIAMS moved a resolution, to the effect “That the directors be authorised to negotiate with the Blackwall Railway Company in respect to the proposed junction with that company, by the new line from Blackwall to Tottenham Mills-road, and to abandon the line from Islington to Tottenham.”

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PUBLIC COMPANIES.

MEETINGS.

BRITISH IRON COMPANY.—Misapprehensions appearing to have arisen relative to what passed at the late Meeting of the British Iron Company on the 4th instant, respecting the state and prospects of the company, the proprietors who were not present at the meeting are cautioned against being misled, and are requested to seek for such information as they may require at the office of the company, where it will be readily afforded. The proprietors are also informed, that a circular will be sent to each proprietor calling a MEETING for Friday, the 25th instant, to confirm the resolutions passed almost unanimously at the meeting of the 4th instant, and that copies of the report of the directors relate to that meeting, and of the resolutions, are preparing, and will be in course of delivery to the proprietors at the office in a few days.

By order of the directors,

ROBERT SMITH, Sec.

Office, 3, New Broad-street, May 8.

G WINEAR MINING COMPANY.—The ANNUAL GENERAL MEETING of the company will be held at the company's office, on Wednesday, the 30th instant; the chair will be taken at One o'clock precisely.

Notice is also given, that no money on account of the arrears of calls will be received at the bankers of the company after Saturday, the 26th inst., and all shares on which the said arrears shall not be paid by that day will be considered as abandoned by the holders, and cancelled by virtue of the power vested in the directors.

15, Great St. Helens, May 15.

RIO DE ANORI GOLD STREAM WORKS COMPANY.—Notice is hereby given, that a MEETING of the shareholders of the above undertaking will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Friday, the 25th day of May instant, at Half-past Twelve for One o'clock precisely, to lay before the shareholders a Statement of the Company's Affairs generally, to elect auditors, fill up the direction, and transact other business.

TREGOLLAN COPPER MINING COMPANY.—The Directors hereby give notice, that the FIRST ANNUAL GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Friday, the 25th day of May next, at Half-past Twelve for One o'clock precisely, to lay before the shareholders a Statement of the Company's Affairs generally, to elect auditors, fill up the direction, and transact other business.

15, Great St. Helens, May 15.

By order of the directors,

SAMUEL HARPER,
Solicitor to the Company.

2, Cloak-lane, city, May 9.

WEST WHEAL JEWEL MINING ASSOCIATION.

Notice is hereby given, that a SPECIAL GENERAL MEETING will be held on Monday, the 21st inst., to receive the Report of the Committee nominated at the last Annual General Meeting, at the office of the Association, as under, at Two o'clock precisely.

By order of the board,

ROWLAND NICHOLSON, Sec.

23, Threadneedle-street, May 11.

CALLS.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—The directors hereby give notice, that they have this day made a CALL OF TWO POUNDS TEN SHILLINGS per share, payable on or before the 12th day of June next, at the office of the company.

N. HAYDON, Sec.

Office, 20, Basinghall-street, May 12.

* Shareholders in Cornwall may pay their call to Mr. Henry Borrow, Truro.

TREVORGY MINING COMPANY.—At a Meeting of the

Board of Directors, held the 30th day of April, 1838, at No. 1, Broad-street-buildings, it was resolved, That the business and affairs of the company be, from and after this day, managed and conducted at the Mining Office, 12, Pancras-lane, and that Mr. C. F. Kirkman be the future Secretary of the company.

(Signed) JAMES WALL, Chairman.

Notice is hereby given to those shareholders who have not paid the call of One Pound per share, due on the 23rd of April last, that if the same be not paid to the credit of the directors with Sir Charles Price, Bart., and Co., the bankers of the company, on or before the 23rd instant, that all shares then in default will be declared FORFEITED, and be advertised as such in the London Gazette of Tuesday, the 29th instant.

By order of the board,

C. F. KIRKMAN, Secretary.

12, Pancras-lane, May 7.

DIVIDENDS.

ANGLO-MEXICAN MINT COMPANY.—At the Annual General Meeting of shareholders, held on the 1st inst., John Schneider, Esq., was re-elected a director; and resolutions were passed declaring TWO HALF-YEARLY DIVIDENDS OF TWELVE SHILLINGS per share each, both payable on or after the 1st of June next. Three clear days' notice of claim will be required, forms of which are to be obtained at the office, as under—hours of attendance from Eleven to Three.

G. B. LONSDALE, Secretary.

Office, 9, New Broad-street, London, May 18.

RELISTON MINES.—Notice is hereby given, that a DIVIDEND OF TEN SHILLINGS per share will be paid at the office of the company, 10, Broad-street-buildings, on Monday, the 4th of June, and following days, from Twelve to Three o'clock.—May 12.

* The transfer book will be closed on the 1st, and opened on the 5th of June.

TAMAR SILVER LEAD MINING COMPANY.—Notice is hereby given, that a DIVIDEND OF TEN POUNDS PER CENT. has been declared by the directors upon the paid-up capital of this company; the same to be payable on Monday, the 2d of July and following days, at the office, No. 2, St. Mildred's-court, between the hours of Eleven and One o'clock.

London, May 16.

CORNWALL GREAT UNITED MINES.—At the General Annual Meeting of this Company, held at the York Hotel, Manchester, on Saturday, April 28, THOMAS CROSS, Esq., in the Chair.

The report of the committee of management having been read, it was unanimously resolved—

1. That the report of the committee of management be received, and entered in the minute book of the company, and printed.

2. That the proceedings of the committee of management be confirmed.

3. That Mr. E. Halle be appointed to audit the accounts of the committee of management.

4. That the committee of management be authorised and empowered to effect such arrangements with the holders of reserved shares, and upon such terms, and to adopt such measures as they may deem advisable, for the interests of the company at large.

5. That at each General Annual Meeting of shareholders, one of the members of the committee of management shall go out in rotation; such retiring member to be eligible for re-election.

6. That no resolution on affecting or altering the management of the company, shall be brought forward at any meeting of shareholders, of which resolution, thirty days' notice has not been given in writing, to the acting manager, signed by the party proposing the same.

7. That a book be kept by the acting manager, in which the holders of all shares (except reserved or paid-up shares), may register their shares on payment of the sum of sixpence per share.

THOMAS CROSS, Chairman.

The chairman having quitted the chair, it was unanimously resolved—

8. That the best thanks of this meeting be given to Mr. Cross for his able and gentlemanly conduct in the chair.

* A printed copy of the report may be had in a few days by each shareholder, on application to Mr. John Sparkes, 9, Throgmorton-street, London, or to Mr. Thomas Cross, Clarence-street, Manchester.

W H E A L G I L B R T T I N A N D C O P P E R M I N I N G C O M P A N Y.—Resolutions passed at a meeting of the directors, held on the Mine, this 15th day of May.—

Resolved—1st. That the present state of the mine, according to the report of the agents, and also of Captain Hambley, who has this day inspected it, and especially a recent discovery in the thirty-eight fathom level, south of the engine-shaft, warrant a further trial.

2d. That in order to afford the shareholders an opportunity of realizing the benefit that may arise from the further prosecution of the mine, and of adopting the cost-book system, that its workings be continued one month from this date; but unless the first instalment of Ten Shillings per share, or Fifty Shillings per scrip, be paid, either to the London and Westminster Banking Company, or Messrs. John and Henry Fox, London; or to the Western District Banking Company, Truro; or Mr. Grylls, Redruth; before the expiration of the aforesaid time, the directors will be under the necessity of stopping the mine, and selling the materials to liquidate the debts of the company.

3d. That the small engine, not in use, at Tucker's Downs, together with the rods and pumps connected therewith, be advertised for sale, by public auction, on Tuesday, May 29th instant.

4th. That provided the instalment of Ten Shillings per share be paid within the time aforesaid, a steam stamping-mill be purchased, for the purpose of returning the tin-stuff—the present stamping power being inadequate to return the quantity of tin now raising.

(Signed) JOHN BAYNARD, Chairman.

T H E P A T E N T S A F E T Y F U Z E,

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation.

From many testimonies to its usefulness with which the

Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you.

They have been given from a thorough conviction of the great usefulness of the Safety Fuzes; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cam-

bridge, Cornwall.

B LASTING WITHOUT DANGER.—The simplest, most

expeditious, cheapest, and best method of BLASTING, perfectly free from

danger, is by insulated copper wires, in connection with the Galvanic Battery,

manufactured and sold by E. PALMER, Philosophical Instrument Maker, No. 103,

Newgate-street, London.

* Batteries, with directions, 35s. each; insulated wire, 3s. per lb.

P A I N T, Fourteen Shillings per Cwt.—the CHEAPEST and

MOST DURABLE yet discovered for Park Fencing, Farm Buildings, Weather Boarding, Hurdles, Hop-poles, Timbers laid in brick work or underground,

being a certain PREVENTATIVE of DRY-ROT; also admirably calculated for Ship's Bottoms, Dressing Decks, Cordage, and Canvas.

Sold at G. BOYD and Co.'s Manufactory of Impervious Tar Paint and Anti-

putrescent Paint, 47, Bankside, Southwark.

THE STAFFORDSHIRE HEMP AND FLAX COMPANY.

Established at Rugeley, 1838, for the Manufacture of Sail Cloths, Canvas, Ropes, and Cordage, as well as Waterproof Cloths of various descriptions.

This manufacture is the discovery of Mr. Michael Joseph John Donlan, after a series of intense application and labour, and the company is established for the purpose of carrying the invention into effect. The invention consists of three distinct parts, comprehending most important improvements in the manufacturing of hemp and flax, whether the material be designed for linen fabrics or cordage, viz.:—

1. A new and improved machinery, applicable only to this method of manufacturing, whereby a larger quantity of fibre, without injuring the staple, than by modes hitherto adopted, can be obtained from the raw material.

2. The preservation of the fibre by a peculiar chemical compound, rendering the fabric free from mildew and premature decay.

3. The hitherto unattained process of rendering cloths waterproof, the fabrics remaining uninjured, flexible, and unaffected by any variation of atmospheric temperature.

The present capital of the company is fixed at £175,000, in 7000 shares of £25 each, with power to increase the same, if necessary.—A deposit of £2 per share to be paid immediately upon the issue of the first 2000 shares.

PATRONS.

The Right Honourable the Earl Talbot
The Right Honourable the Earl of Lichfield
The Right Honourable the Lord Vermon
The Right Honourable the Lord Hatherton
Sir George Pigot, Bart.
Sir George Crewe, Bart., M.P.

TRUSTEES.

Sir George Sinclair, Bart., M.P.
Jeremiah Barrett, Esq.

DIRECTORS.

The Viscount Ingestre, M.P.
Major Chetwynd, M.P.
Thomas Syney Kyneasley, Esq., Loxley Park
Mr. Jeremiah Binders, Ingestre
Mr. Harvey Wyatt, Acton Hill
Mr. William Turner, Rugeley

AUDITORS.

Mr. John Manners, Rugeley
SOLICITORS—Messrs. Smith and Buckle, Rugeley
SECRETARY—Mr. Fenton, the Mount, Stafford

BANKERS.

London The London and Westminster Banking Company
Rugley The National Provincial Bank of England

The objects of this company are to introduce into more general use home and colonial hemp and flax, by which an immense capital annually will be retained in this kingdom; to give encouragement throughout the British dominions to the culture of these articles, which, by the company's chemical and mechanical process, can be made superior to the best foreign produce, and much more efficiently available for all the purposes for which that produce has been hitherto applied, and to manufacture the material thus prepared into articles for the Royal and Commercial Marine, which, from the durability of the manufacture, and the consequent security with which it may be sent to foreign stations and laid up in store without fear of heating, mildew, or premature decay, will in great measure prevent that sacrifice of human life and property at sea from the imperfection of sail and cordage, which has been so much to be deplored in this and every other maritime country.

In addition to sail-cloths, canvass, and other textures, a class of thoroughly waterproof fabrics, suitable for the purposes of paulin-cloths, hose for ships and fire-engines, will be manufactured by another process of the inventor. The invention is also applicable with similar advantages to cordage, bolt-ropes, lines, and twines, in short, from the largest cable down to the finest twine; and all these articles prepared by the company will possess the qualities of greater pliancy and greater strength in the first instance than articles of the same kind now used, and will retain those qualities although exposed to heat, frost, or water.

It is obvious that the profits arising from this mode of manufacturing will be highly remunerative, from the facts along that the price of Baltic flax (from which the British and Commercial Marine are now supplied) is from £45 to £75 per ton, of which only from six to eight cwt. out of every ton is wrought into cloth, the rest being refuse—whereas British and colonial flax may be purchased for from £16 to £25 per ton, out of every ton of which 17 cwt. may, by the company's mode of dressing, be manufactured into the sail-cloth, far superior to that in present use, and 2½ cwt. into articles of a lighter description, but still retaining the same qualities of exemption from rot, mildew, and premature decay, thus leaving as refuse only half a cwt. out of every ton. Articles of this superior description will necessarily fetch a much higher price than the common cloth; but fixing the selling price at the same ratio as the ordinary manufacture, it is evident that the profits must be great. The demands from Government alone would be sufficient to keep the company in active employment; the inventor had, on a former occasion, extensive orders from Government, but which orders he was unable to execute, his manufacture having been destroyed by the act of an incendiary—the orders, however, are still in existence.

In a national point of view this discovery is essentially important, rendering this kingdom independent of Russia for the supply of the navy. To the agriculturist it opens an extensive and promising prospect of profitable culture, since the growth of hemp and flax for the purpose of this manufacture will not deteriorate the land more than any other description of produce, as it will be cut in a green state.

For shares, copies of the deed, or further information, application may be made on or before the 6th of June, to Mr. Henry Wheeler, Stock-broker, 23, Threadneedle-street, and Mr. Greatorex, 70, Upper Norton-street, Portland-place, London; Messrs. Smith and Buckle, Rugeley; Mr. Christopher Roberts, Share-broker, New-street, Birmingham; Messrs. Cardwell and Sons, Share-brokers, Manchester; Messrs. Reynolds and Sons, Share-brokers, Liverpool; Messrs. J. and J. Kimpton, Stock-brokers, Newcastle-upon-Tyne; and Mr. Fenton, the Mount, Stafford, Secretary.

FRENCH POLONCEAU ELASTIC BITUMEN COMPANY.—At a General Meeting of the Shareholders at Paris, on the 11th of May, the following gentlemen:—

MM. Charlier
Le Compte de Guichen
Le Baron Dufay Delanagnet
were nominated directors, by virtue of the 23rd article of the company's deed of settlement.

The manager made a report upon the state of the company's affairs, which appeared satisfactory to the meeting, was ordered to be printed.

The shareholders were requested to attend on Tuesday, the 15th inst., and on the following days up to the 25th current (Sunday excepted), at the offices of the company, between the hours of nine and three, to take their shares in the English Poloncean Company, which were to be delivered in the proportion of one to four to the holders of shares in the French Poloncean Company. This delivery only to be made on the presentation of the said latter shares, and upon the payment of fifty-one francs, fifty cents. per share as deposit. The shares not then applied for can no afterwards be claimed.

Paris May 11.

POLONCEAU'S PATENT ELASTIC BITUMEN COMPANY.—Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share.

DIRECTORS.

LONDON.
John Bagshaw, Esq.
John Ellis, M.P.
Edward Hurry, Esq.
Robert Wm. Kennard, Esq.
Wm. Gordon Thompson, Esq.

LIVERPOOL.
Joseph Chris. Ewart, Esq.
Joseph Hornby, Esq.
Charles Horsfall, Esq.
William Smith, Esq.
Joseph Snaith Wooler, Esq.

Bankers—Messrs. Denison, Heywood, Kennard and Co.; the Bank of Liverpool.

Solicitors—Messrs. Murray and Rymer, 59, Chancery-lane; Messrs. Davenport and Collier, Lord-street, Liverpool.

The composition of the patent elastic bitumen is the discovery of Monsieur Poloncean, Inspecteur Divisionnaire du Corps Royal des Ponts et Chaussées, who by his public works on

AND COMMERCIAL GAZETTE.

B R I T A N N I A L I F E A S S U R A N C E C O M P A N Y,

1, PRINCES-STREET, BANK, LONDON.

CAPITAL—ONE MILLION.

DIRECTORS.

William Bardgett, Esq.	Robert Eglington, Esq.
Samuel Bevington, Esq.	Erasmus Robert Foster, Esq.
William Fechey Black, Esq.	Alexander Robert Irvine, Esq.
John Brightman, Esq.	Peter Morrison, Esq.
George Cohen, Esq.	William Shand, Jun., Esq.
Millis Coventry, Esq.	Henry Lewis Smale, Esq.
John Drewett, Esq.	Thomas Teed, Esq.
MEDICAL OFFICERS—John Sims, M.D., and Ebenezer Smith, Esq., Surgeon.	

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.

Age of the assured in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to solicitors and agents.

Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during				
	First Five years.	Second five years.	Third Five years.	Fourth Five years.	Remainder of Life.
20	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 1 4	1 5 5	1 10 11	1 16 9	2 3 8
30	1 6 4	1 12 2	1 19 1	2 7 4	2 17 6
40	1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	5 6 8	6 13 7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospects, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

P R O M O T E R L I F E A S S U R A N C E A N D A N N U I T Y C O M P A N Y, 9, Chatham-place, Blackfriars, London.—Established in 1826.

DIRECTORS.

Wm. Goodenough Hayter, Esq., M.P.	Robert Palk, Esq.
Charles Johnston, Esq.	William Unwin Sims, Esq.
John Towgood Kemble, Esq.	Samuel Smith, Esq.
John G. Shaw Lefevre, Esq., F.R.S.	Le Marchant Thomas, Esq.

TRUSTEES.

John Deacon, Esq.	John G. Shaw Lefevre, Esq., F.R.S.
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William Unwin Sims, Esq.

In this office assurances for the whole term of life have now the option, as most accord with their views and circumstances, either of securing a certain sum at death at a low rate of premium; or of participating in three-fourths of the net profits of the company, on paying an increased rate of premium.

The following are the annual premiums for the assurance of £100 on a healthy life in either case:—

WITHOUT PROFITS.

Age 20 £1 11s. 8d. 30 £2 2s. 2d. 40 £2 17s. 0d. 50 £2 4s. 8d.

WITH PROFITS.

Age 20 £1 16s. 1d. 30 £2 9s. 2d. 40 £2 6s. 6d. 50 £2 14s. 2d.

A division of the net profits will take place quinquennially. Bonuses accrue on all beneficial policies on which three annual premiums shall have been paid, at the time a division occurs; and the holders of such policies have the option either of receiving their bonuses in a present sum, or of having them applied in augmentation of their policies, or in reduction of their future premiums.

Assures on the non-bonus system may contract to pay their premiums either in one sum, in any other way most suitable to their convenience.

Officers in the army and navy when in active service, persons afflicted with chronic and other diseases, and such as are going beyond the limits of Europe, are also assured at moderate rates.

Prospects and all necessary information may be obtained at the office.

MICHAEL SAWARD, Secretary.

S T A N D A R D O F E N G L A N D L I F E A S S U R A N C E C O M P A N Y.

8, King William-street, City.

25, Regent-street, London.

DUKE-street, Dublin.

CAPITAL—ONE MILLION.

WILLIAM DAVIS, Esq., Chairman.

W. Cory, Esq., Dep. Chair. | Colonel Chris. Hodgeson | W. J. Richardson, Esq.

Lawrence Borgan, Esq.

Henry Lawson, Esq.

Frederick T. West, Esq.

William Gunston, Esq.

J. Barrett Lennard, Esq.

George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiar advantages in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 0 4	1 5 5	1 10 6	1 15 7	2 0 8
30	1 6 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,

W. WRIGHT, Secretary.

N O R T H B R I T I S H I N S U R A N C E C O M P A N Y,

for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter.

No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.

Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.

PRESIDENT—The Earl of Camperdown.

VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Ballie, Esq., M.P.

Lieut.-General Robert Bell.

Vice-Admiral Sir J. P. Beresford, Bart.

The Right Hon. Henry Ellis.

George Trail, Esq.

MANAGERS.

Charles Hertzel, Esq.

John Pirie, Esq., Alderman.

Isaac Sewell, Esq.

Walter A. Urquhart, Esq.

George Webster, Esq.

Benjamin Boyd, Esq.

Mark Boyd, Esq.

Resident.

PHYSICIAN—John Webster, M.D., 56, Grosvenor-street.

SOLICITORS—Messrs. Parken and Webster, New-Boswell-court, Lincoln's-inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.

2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.

3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.

4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.

5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.

6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.

7. Advances made on security of policies of more than three years' standing, to the extent of their value.

8. A liberal price given for policies to parties wishing to surrender them.

9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

P R E M I U M S

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age.	For Seven Years, at an Annual Premium of			For the whole Life, without Profits.			For the whole Life, with Profits.		
	Yearly.	Half-yearly.	Quarterly.	Yearly.	Half-yearly.	Quarterly.	Yearly.	Half-yearly.	Quarterly.
20	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 2 3	1 4 8	1 17 0	0 19 4	0 9 10	2 1 0	1 1 1	0 10 9	1 1 3
30	1 7 3	1 9 6	2 6 6	1 4 0	0 12 2	2 10 6	1 5 1	0 9	

look to private companies, where caution, judgment, and economy are generally exercised throughout; and here we shall find the success (although comparatively seldom brought before the public eye) to be well deserving of attention. If similar success has not attended public companies, and more especially recent ones, the only reason that can be assigned is, that they have originated in periods of excitement, and that the requisite discrimination and economy has been wanting—causes which might now certainly be avoided, and which are perfectly extraneous and foreign to the absolute merits of the subject.

The general result of mining operations, when commenced with due caution and discrimination (as indeed they ever ought to be), must be acknowledged by all who are conversant with the subject, to be highly favourable—in many cases brilliant and successful in the extreme. As a convincing proof of this, let any one look around upon the gentry, or even the aristocracy of our mineral districts, and they will at once recognise, in the ample fortunes possessed by these individuals, the successful results of mining adventures, when cautiously and legitimately conducted. At a period like the present, when speculation is active, and capital abundant, facts like those to which we have adverted should be duly borne in mind, nor should the sources of unbounded wealth contained in the bosom of the earth remain, as we now see them, capriciously and ungratefully neglected.

The long-continued prevalence of easterly winds, so common at this period of the year, has for some time past prevented the receipt of the usual reports of Foreign Companies, and occasioned this branch of our Mining intelligence to get considerably in arrear. During the last week, however, Packets have arrived both from Mexico and Brazil, and we have therefore at the present moment an unusual influx of mining correspondence—more, indeed, than space will this week allow the insertion of. Under these circumstances, therefore, we have endeavoured to select the most important information, reserving the remainder till next week, when we hope that our double sheet will allow us to bring up all arrears both of this and other matter.

The rejection of the Ministerial plan for the construction of railroads in France, of which a notice will be found in another part of our columns, is an event of considerable importance to our continental neighbours, and intimately connected as the two nations now are, it is by no means impossible that the consequent reaction may even affect ourselves. The monopoly both of power and patronage aimed at by the Government, has sustained a most severe defeat, and the resolution of the country to follow the example which England has set, of the construction of railways by the exertions of private individuals, has been most triumphantly declared by the vote of its Deputies. The return of the money subscribed to the respective shareholders, and the uncertainty and delay in which the whole system has now become involved, must produce considerable sensation among the French capitalists, and it is difficult indeed to foresee the ultimate results of the present singular position of affairs.

THE FUNDS.

CITY, FRIDAY EVENING.

Spanish Bonds, with the May Coupons, 22½%; without the Coupons, 21. Passive Bonds 5½%; and Deferred 8½%. Portuguese Old Five per Cents 7½%; New Five per Cents 37½%; and the Three per Cent. ditto 25½%. Brazilian Bonds 79½%; Chilian 31%; Colombian 28%; and Mexican Six per Cents 28½%. Belgian Bonds 101½%; Dutch Two-and-a-Half per Cents 54½%; the Old Fives 100½%; and the New Loan 98%. Great Western Railway Shares 29½ 30 pm.; Brighton 4 pm.; Blackwall 1 pm.; Birmingham 80 pm., and the Quarter Shares 24 pm.; Greenwich 4 dis.; Southampton New Shares 20½ pm.; Croydon 3½ dis.; and th; Scrip 2½ pm.; Claridge's Asphalté Shares 9 10 pm.; British ½ pm.; United States ½ 1 pm.; Bastenne's ½; Robinson's ½ dis.; and Poloneau's ½ pm.; British Iron 39 dis.

Colonial Bank Shares 3 pm.; ditto Scrip 3½ ½ pm.; British North American 3½ pm.; London and Westminster 1½ pm.; National Provincial Bank of England ½ dis.; and the ditto New Shares ½ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94½%; Exchequer Bills, 77 79 pm.; East India Bonds, 67 69 pm.; Dutch Five per Cents, 100½%; Ditto Two-and-a-Half per Cents, 54½%; Portuguese Five per Cents, 37½%; Ditto Three per Cents, 25½*.—**Railways:**—Brighton, ½ ¾ pm.; Great Western, 29½ 30½ pm.; London and Birmingham, 80 82 pm.; New, 23½ 4½ pm.; Southampton, 44 45 per share; New, 20½ 21½ pm.

TURNO, MAY 17.—Average standard, 1137. 13s. 0d.—Average produce, 7½.—Average price, 57. 9s. 0d.—Quantity of ore, 2954.—Quantity of fine copper, 215 tons 1 cwt.—Amount of money, 16,322. 9s. 6d.—Average standard of last sale, 111L 4½.—Produce, 8½.

LIVERPOOL SHARE MARKET, MAY 10.—Much depression has existed in the market to-day, and the transactions extremely limited—109L pm. offered for Grand Junctions. London Quarters offered at 25½ pm. There are buyers of Asphalté Shares and sellers of Poloneau's at the last quotations. 11.—Nothing has occurred to-day in the market worthy of remark; there are buyers of Chester and Crewe at the last quotations; there is also a trifling inquiry for Chester and Birkenhead; Brightons have declined to 15s. pm. 12.—The news of the depressed state of the London market per this day's mail, has caused a corresponding effect here, and railway stock generally is offered at lower prices. Eastern Counties were done soon after the arrival of the London news, at 25s. dis., but have since rallied a little; the Asphalté shares are very dull, and reduced prices have been accepted. 14.—There has been more business doing to-day, but the prices given extremely low. The Asphalté Company has opened with very low prices, but have since rallied. 15.—The market to-day was decidedly firmer before the arrival of the London news, since which it has been rather dull. There are buyers of London and Southampton at the last quotations. Par offered for Brightons. 16.—The market is firm to-day, although few transactions have taken place. Eastern Counties and London and Brightons have been in demand at low prices, at which there appears little disposition to sell.—*Gore's Liverpool Advertiser.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 15th inst., was as follows:—Gold coin to Philadelphia, 90 oz.; ditto to New York, 589 oz.; silver coin to South Australia, 3220 oz.; ditto to Rotterdam, 14,000 oz.

MONMOUTH AND GLAMORGAN BANK.—We understand that arrangements have been made for opening a branch of this establishment in the rising town of Bridgend, where a rich and extensive mineral district, hitherto almost unknown, is coming into operation. This bank must meet with favour wherever it goes, for a more respectable board of directors is not to be found in the kingdom. It consists of six gentlemen, five of whom are in the commission of the peace for this county—one has just completed the year of his Shrievalty—another is a popular M.P., and three are deputy-lieutenants, two of them having just received their commissions.—*Merlin.*

MINING CORRESPONDENCE.

ENGLISH MINES.

WEST WHEAL JEWELL MINING ASSOCIATION.

May 14.—*The Forty-two Fathom Level* (east from Buckingham's shaft).—The lode in the end is about twelve inches wide, composed of fluor-spar, peach, and yellow ores. *The Forty-two West.*—Lode about ten inches wide, composed of fluor-spar, peach, and mudiic. *The Thirty South* (on Hodge's cross-course).—The ground continues speedy; the water coming out of the end is producing oxide, and making the timber very green, which is an indication of our being near a lode. *The Thirty East, on the middle branch.*—Lode about six inches wide, composed of green and black ores. *The Thirty East, on the south branch.*—Lode about ten inches wide, about six inches of which are good black and grey ores. *Wilkinson's Engine-Shaft.*—The lode is about three and a half feet wide, composed of gossan, spar, grey and black ores, and has a more promising appearance than we have seen it before. *South Adit Shaft.*—Sunk four fathoms four feet nine inches in the past month—ground rather hard. **M. WILLIAMS.**

ST. HILARY MINING COMPANY.

May 12.—The lode in the engine-shaft continues the same as when I reported last week. *Sixty Fathom Level East.*—Lode about twenty inches wide, producing good ore. *Sixty Fathom Level West.*—Lode ten inches wide, with good stones of ore. *Fifty Fathom Level East.*—Lode improved in size this week, producing stones of ore. *Fifty Fathom Level West.*—No alteration. The pitches are looking much the same as last setting-day. **C. H. RICHARDS.**

GWINEAR MINING COMPANY.

May 12.—The engine-shaft will be down to the thirty fathom level on Tuesday next, when we shall commence driving towards the lode. We shall no doubt cut the lode this month, but I fear not see sufficiently of it to give an opinion by the meeting. In the twenty fathom level west the lode is two feet wide, producing good stones of tin. The stope in back of said level continues to improve, and I can say it is a good course of tin. *Ten Fathom Level East.*—No alteration. We have two men stoping in the back of the said level. The lode is very rich. **C. H. RICHARDS.**

HOLMBUSH MINING COMPANY.

May 14.—The ground in the engine-shaft is much the same as last reported—very hard. The ground in the seventy cross-cut south towards Flap-jack lode is improving for driving, being composed of a favourable killas strata. In the sixty-two fathom level west the branches are expanding, and impregnated throughout with copper ore, but the ground here appears to be much disordered and confused, occasioned by an intersecting slide. The lode in the fifty-two fathom level west is large, composed of quartz and mudic, with spots of ore, but not rich. In the eighty fathom level west, and the other ore apartments, we have been since last reported desuing the lode. The tribute pitches are just as usual, looking well. We have commenced carrying our ore to Calstock quay. We intend sampling on the 24th and 25th of this month a quantity of ore, about 110 tons. **F. PHILLIPS.**

TAMAR SILVER LEAD MINING COMPANY.

May 14.—The lode at the 135 fathom level north has made no considerable improvement during the past week; it is not, however, without ore, and certainly presents a favourable appearance—the ground continues much as usual. Driving south, at the same level, the lode is from twelve to fourteen inches in width, producing stones of ore—the ground at this level is hard. At the 105 fathom level south, the lode is about six inches big, and still productive of ores. We are at present desuing the lode at the eighty-five fathom level, and therefore cannot judge correctly of its quality, but I have no reason to doubt of its ultimate proceeds, as appearances are favourable. In the winze sinking from the eighty-five to the ninety-five fathom level, the lode is from four to six inches big, producing silver lead ores. The pitches generally are without any material alteration. We hope to sample on Monday next from fifty-five to fifty-eight tons of rich ores. **MARC JAMES.**

CORNUBIA MINE.

Chicerton, May 12.—Our new engine-shaft is down to the thirty-two fathom level. We expect to set the pit to cut on Monday next. The winze from the sixteen fathom level to the twenty-four fathom level we expect to hole on Monday. Our twenty-four fathom level west from new engine-shaft still looks kindly, and we shall set a pitch in the back of this level as soon as the winze is holed, and we expect to hole this level in the course of ten days to the twenty-four fathom level from old engine-shaft—the ground has been harder of late. In our winze on the west counter the lode is not so well as it has been; the lode is underlaying three feet in a fathom upwards; it did not underlay more than eighteen inches, but this winze will be holed in the course of three or four days. We expect to have more tributaries working in a short time. We have now thirty tons of lead to surface, which will be dressed in the course of a few days. **J. BORLASE.**

BRITISH TIN MINING COMPANY.

May 14.—*Twelve Fathom Level.*—The ground in this end is easy; the lode on Saturday was very poor, but to-day some tin has been discovered. We are about leaving this present lode to get under Roberts's shaft, and to intersect the lode we have in the shaft, and I think it will drain it in a short time—in dialling the ground I find we have about ten fathoms to the shaft. We have sunk about 2 fms. 3 ft. in Roberts's shaft, which will go through the shaft, and we were immediately obliged to stop. Agreeably to your order we have commenced clearing the Treleavour adit. **J. BRAY.**

EAST WHEAL STRAWBERRY MINING COMPANY.

May 14.—We have dropped the lifts at Old Trewithen, as adverted to last week, and have fixed the greatest part of the pit work, since which the shaftmen have been occupied in arranging the work in the new engine-shaft. The carpenters I believe will finish the flat-rods from the new engine-shaft to Trewithen about the middle of the week. The masons have completed the different bob pits, and are now engaged in building the boiler-house, which will probably occupy them about a fortnight. The engineers are getting forward with their work, and fully believe the engine will be again in activity by the end of the current month. The underground operations are looking quite as well as last week. **F. EVANS.**

EAST CORNWALL SILVER MINING COMPANY.

Callington, May 1.—This instant I have again visited this mine. At my last inspection (a month since) I had some hopes, and reported to you as such, that there appeared then a chance of our meeting with some pretty good silver ore ground, at a shallow level; my opinion, however, was principally formed from reports handed me by some miners said to have been employed in that part some years ago, and had given me encouragement that there still remained good to be done, by clearing out some old workings, &c.; not willing (as I considered) to let slip the remotest chance of success, we agreed to set our men to work, and very soon found to our disappointment that such favourable statements were quite groundless and untrue. I believe not half a crown's worth of ore can be got for an expense of twenty shillings. Now it is my decided opinion, after all we have done, and I assure you not a stone, comparatively speaking, has been left unturned, that this mine cannot be recommended as worth working, even at a speculation. We have tried or explored almost in every direction, and on the different lodes, but without (from present appearances) the least chance of remuneration, and so far as I am capable of judging, I have again presented you with an accurate account of our present situation. **R. ROWE.**

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Gongo Soro, Feb. 13.—Gold produce from 8th to 17th February (nine days).—Stamps, 10 lbs. 4 oz. 2 dwt. 26 grs.—16 lb. 10 oz. 6 dwt. 10 grs.—Total from 1st January to 17th February, 149 lb. 10 oz. 18 dwt. 6 grs.

Important as the results are which have been obtained from our works in the west, our progress in the east has been marked by results of still greater importance. In the forty-one fathom level strong indications have been traced of the continued progress of the gold downwards in its regular course, and the surmise which these indications led to, that the suppositions entertained of the termination of the jacutinga in depth between the forty-one and forty-eight fathom levels was erroneous, has been fully confirmed by the discovery of the bed of jacutinga existing at Vesey's shaft, under the hard rock by which it was thought that it had been cut off; this occurred at a depth of fifty five fathoms, seven of which had been sunk through the rock itself; this fact has satisfactorily removed all doubts as to the continuation of the jacutinga formation in depth, and there is now reason to hope that our future experience in the further prosecution of our works will show that increasing richness, at increasing depth, which is the general characteristic of mines in the old world, is found to belong to mining in this part of the globe also. We have thus two new mines, and which open a field for operations sufficient to occupy alone, for a great number of years, the labours of an extensive establishment, and to supply food for a considerable number of stamps, without taking into account the remnants from former operations. **G. V. DUVAL.**

NATIONAL BRAZILIAN MINING COMPANY.

Extracts from the letters of Messrs. Goodair and Treloar to the 17th Feb.: *Cuiabá.*—The stone is looking very promising, the gold being visible in several places. *Cores.*—We expect in a few days to cut the Caxorinha vein, which appears to be on a different stratum to that on which we had previously been working. Produce from the 18th Jan. to 17th Feb.: 26 maces 0 7 16.

BRAZILIAN COMPANY.

Gold return from 13th January to 16th February, 47 lbs. 6oz. 17dwt. 5grs. We are compelled to defer the correspondence till our next.

REAL DEL MONTE MINING COMPANY.

March 1.	I am glad to state that the silver produce for February month was fifty-two bars, or four bars more than the estimated number.
Estimate of costs and returns for March month, comprising five weeks:	
Regla mines—Viaderos adit and branch mines	£21,700
Stores, including 188 bottles of quicksilver purchased	29,360
Charges on produce	8,000
General expenses, transport, &c.	6,400
Haciendas and English salaries	17,500
	£83,160
Estimated returns (75 bars)	92,250

Profit £8,090

In reference to the above, I would observe, that our comparatively low amount of profit arises chiefly from our purchases of quicksilver and other stores. The court will set that the mines cost now, and for some time past have been very little increased, notwithstanding the augmented produce.

I herewith beg to forward the annual inventory and valuation of the company's stores, taken on the 1st of January last, amounting to £372,320 1 3—steam-engines, pitwork, and machinery at the mines not included, but including the haciendas, machinery, and net value of ores, showing an increase in the latter year of £159,410. It will be seen by such difference that however the account may appear for the last year, a large sum has been created by and absorbed in the concern, forming the additional capital which had become necessary from its increased and extended operations. It should be further observed, that the capital in question refers only to stores, &c., which can be realised. The costs of Guadalupe shafts' restoration, buildings, reservoirs, aqueducts, &c., roads and bridges, together with sundry buildings, &c., at the haciendas, amounting to between £40,000 to £50,000 have also been drawn from the company's resources during the last year, but not included in the inventory.

March 3.—San Ramon shaft had been reached at the adit level and was found dry. The badness of the air has prevented much progress lately. In the Esperanza level, west of the Dolores bottoms, have lately driven through fourteen varas of good ore—making about thirty-five varas in length of ore ground west of old San Juan winze. During the last month have raised from the tutwork bargains in and about Dolores bottoms, thirty-five cargas of smelting ore, worth from seven to eight marcs per carga, and thirty marcas of azogue ore, worth about thirteen or fourteen marcas per monton, leaving in different places some good points to be worked by the barretros when they are required. Respecting the estimated value of the ores between San Miguel and La Cruz levels, made last year, it will be seen that it was not an exaggerated one, having been then represented at £1,000,000. The silver produce of last year, all of which, with a trifling exception, was taken from the ground in question, was about £700,000, and as we have still a large piece of ore ground standing, it will be found that the amount realised will exceed the estimate.

BOLANOS MINING COMPANY.

Veta Grande, Feb. 19.—Everything has been done on my part to carry into execution the wishes of the court, in retouching every unnecessary expenditure in this negotiation; many reductions have already been effected, and as opportunities offer, others will be gradually introduced, and every attention shall be paid to carrying on the business of the negotiation (as far as I can effect it) with the greatest economy. The accompanying monthly report for March will put the directors in possession of the state of the negotiation, which it is much to be regretted, offers such an unfavourable aspect; the loss apparent on the result of the month is small, and I hope will cease entirely, but other small profits are no longer to be expected.

CANDONGA MINING COMPANY.

Candonga, Feb. 1.—*Mina de Pedra Botoma.*—Our operations in this part of the mine have not been attended with the success which the appearance of the lode at certain times led us to expect; in the early part of the month we had a very promising lode, but coming suddenly in contact with the cross-course, destroyed our hopes; we then proceeded to sink on the course of the ore ground, when the lode again presented itself favourably, and good samples were extracted, but I am sorry to say that we were a second time disappointed, by meeting with a slide, as mentioned in my last report of 20th ult.; we have since cut under the slide, and found the lode having at present a fair better appearance than at any time before during the month; these imprecisions have caused the diminution of our monthly produce.

Mina Mestre Shaft.—Our great progress in Moore's level has certainly exceeded any thing hitherto done in this mine, having driven on the line of the branch thirty-nine fathoms. Our advancement had been interrupted by a cross-course, which heated the lode or branch as mentioned to you in my report of 20th ult.; since then, we have met with a second cross-course, beyond which the lode or branch has not been found, besides the thirty-nine fathoms; three fathoms have also been driven in search of the branch, making a total of forty-two fathoms.

Thirty-seven Fathom Level West.—Very little has been done in this level during the month, as the men who were employed here are now working in Whitford's winze, which is being sunk on the Mina de Pedra branch, as before mentioned; four fathoms four feet have been sunk during the month.

Deep Adit.—Thirty fathoms have been driven on the course of the jacutinga, which probably may be the same as that in the mine, as it is gradually turning more in that direction. **J. DALLEY.**

Feb. 2.—By the above report, you will be put in possession of the several casualties, which have interrupted us in the Mina de Pedra bottoms, however, it is satisfactory to see that these are likely to prove temporary, and not lasting evils; finding the lode under the slide should surely encourage us, but beyond this, we are addition ally pleased to find it wearing a fair better appearance than at any time before during the month. You will, perhaps, be astonished, but certainly pleased, to find such good labour done in Moore's level, forty-two fathoms

AND COMMERCIAL GAZETTE.

159

that the malacate on the Santa Ursula shaft has been set to work, and the water has by this means been considerably lowered. The new cross-cut of San Jorge is a valuable work for the purpose of drainage, because, instead of having to raise the water to the mouth of the shaft, it is delivered at the depth of the cross-cut, which is about fifty yards below the surface, and from thence runs into the ravine through the adit level. We have every reason to expect that the extraction of ore from this mine will materially increase as soon as the several points already discovered shall be put into a safe condition for working. At Sirena the hacienda workings during the last two weeks have fallen off very much, and of course the sales also. The following is the weekly result:—

	Memoira.	Mine share of sale.
Week ending Jan. 20.....	\$878 2 11	\$975 1 6
" 27.....	769 7 10	190 1 6
" Feb. 3.....	741 0 1	1001 2 6
" 10.....	1039 4 0	740 0 6
" 17.....	931 5 6	638 6 0

I have ordered the expenses to be reduced again, in consequence of this unexpected deterioration, and therefore hope and expect that the deficiency will not be so great in the present week. The haciendas are at full work.

UNITED MEXICAN MINING ASSOCIATION.

Mexico, March 3.—Mine of Rayas.—I beg to refer the court to the enclosed general monthly report of Mr. G. R. Giennie, on the said mine, and carried down to the 15th ultimo. My latest advices from him are to the 26th of the same month, when no particular alteration had taken place since the date of his afore-mentioned report, either in the workings, or general produce of the mine, nor had any improvement whatever manifested itself in San Cayetano. The produce of picked ores from Purisima, San Cayetano, and San Miguel, from the 13th of January to the 10th of February, gives an average of 902 cargas per week, of about the same quality and value of the preceding four weeks, and considered to be equal to the expenses of the mine, and haciendas reduction charges, consequently the produce or portion derived from the sale of ores on joint account with the buscones, becomes the net profit arising out of the operations of this mine at the present moment. Of these sales there have been four during the aforesaid period, which, together, have produced the sum of \$45,244 3, or \$11,311 per week, divided between the buscones and the mine. The sales since then, say on the 16th and 23d ultimo, have fallen at least one-half in amount; the two together, not exceeding more than about \$14,000, in consequence of the ores having proved of less value and quantity. With regard to the produce of picked ores from the points working solely for account of the mine, there has been very little difference in these weeks, as compared with the preceding period, the quantity since the 10th ultimo, having averaged 902 cargas weekly.

March 5.—The return correspondence for the December packet having been detained until to day, I am afforded the opportunity of transmitting to the court the following extract of a letter just received from Mr. G. R. Giennie, dated at Guanajuato the 2d instant. " Rayas is not looking very brilliant at present. The vein in the Purisima is very apretada (that is unfavourably compact), and consequently there is very little apolillado ore coming out, and the sale (on joint account with buscones) to day, will, I think, be considerably below the two last; but the ley of the tortas in the pionts of the haciendas is going up."

Under date of the 27th ultimo, Mr. Hoffay writes to me that there was nothing new in law matters at Zacatecas, nor have I any thing of a novel nature to add hereto, with relation to those in the supreme court here, or in reference to the expected treasury orders on the Custom-houses against the government claims.

Remittances.—I have instructed Mr. G. R. Giennie to forward by the conduct appointed to leave Guanajuato to-morrow for Tampico, the sum of \$30,000; a part of which, say \$6566, will be applied to the payment of a liability there for iron and steel purchased by the association, and the remainder will be shipped as in former instances, to the order of the chairman, to the credit of the manager against the amount of " capital supplied."

Statement showing the outlay and returns in respect of the mine of Rayas, from 29th October, 1836, to the week ending the 10th February, 1838, and the value of ores on hand:—

Amount of surplus on 29th October, 1837..... \$103,349 1 5

Outlay from 29th October, 1837, to 10th

February, 1838..... \$250,616 6 2

Returns during the same period..... 337,394 3 5 — 86,577 5 3

Value of ores at Haciendas belonging to the mine:—

Hacienda of San Matias..... \$24,418

Hacienda of Barrera..... 48,399

At the Mine of Rayas..... 9878 — 82,695 0 0

Total surplus..... \$6272,621 7 0

J. N. SHOOLBRED, M.A.

[To be concluded in our next.]

We are compelled to omit the reports from the Colombian and Zacatecas agents, and also several English Mines, which shall be given in our next.

VICTORIA IRON WORKS.—On the 7th inst., the workmen at Abercarne, employed by the Monmouthshire Iron and Coal Company, presented a handsome silver cup to Roger Hopkins, Esq., managing director of the company. The inscription on the cup is as follows—over Mr. Hopkins's crest is his family motto, "Heb Dluw, heb Ddim, Ddu a Digion;"—" Cywreindeb, Ynddrefch, a Challineb." "Presented to ROGER HOPKINS, Esq., M.R.I.C.E., Abercarne and Victoria Iron Works, by his countrymen and faithful workmen at Abercarne, as a small token of respect for the benefit he has conferred on the country in general by his exertions. May 7th, 1838."

ABERARTH AND FONFAR RAILWAY.—This railway is expected to be opened early in August.

GREAT WESTERN RAILWAY.—This company, after calling up 65L per share, has easily taken up on loan the 833,333. 6s. 8d. as empowered by the act; and is now successfully borrowing at 4½ per cent. the remaining 35L per share, precluding the possibility of further calls being made on the shareholders till after the expiration of the five, seven, or ten years' terms of the loan debentures have expired. This is the only case of a company having been able to borrow so early; and although they do not want the money just yet, the directors are quite wise in availing themselves of the present facilities in the money market.—*Bath Guardian*.

BRISTOL AND EXETER RAILWAY.—An application for an act to form four branches passed the Commons' Committee last week, by one of which, to the great coal-field at Nailsea, it is expected that Bristol will be supplied with coal 30 per cent. cheaper than at present.

SHEFFIELD AND ROTHERHAM RAILWAY.—The works on this line are proceeding with great rapidity, and to the entire satisfaction of the directors. A good portion of the permanent rails are already laid, and it is expected the railway will be finished in August next. The five-arched viaduct at Blackburn Brook is now completed, and is the largest piece of masonry on the line, as well as a substantial and neat building. Workmen are erecting bridges over the canal belonging to the River Don Company, and over the River Don. The former will be a stone bridge, and is expected to be the handsomest on the line. The latter will be a timber bridge.—*Sheffield Iris*.

RAILROADS IN FRANCE.—The recent vote of the French Chamber of Deputies, by which the ministerial bill for the construction of railroads has been thrown out by a very large majority, would appear by the letters from Havre to have made an extraordinary sensation throughout the northern department of France. In consequence of this vote, the whole of the proposed railroads from Paris to Brussels, Rouen, Havre, Dieppe, Orleans, &c., are now to be postponed for another entire year; for the Chamber having refused to allow the government to have the promotion of any one of the lines, the ministers, on the other hand, have refused to submit to so great a blow to the old system of patronage and centralisation; and, having pressed the bill to a division, have sustained the greatest defeat which has been given to the throne of July. The conduct of the government is most severely censured in the northern and manufacturing districts of France, where several extensive companies had been formed and many millions of pounds subscribed for the construction of the required railroads from Havre and Dieppe, respectively, to Paris, by way of Rouen: all excellent lines, passing through the manufacturing departments, and very valuable to the commerce both of England and France. In consequence of the loss of the ministerial bill, the money is to be returned to the shareholders of those various companies, and the whole system of railroads in France is left to the uncertainty of another parliamentary campaign. In another year a bill for the authorisation of the companies will, it is thought, be passed, when the various railroads will be constructed more economically, and in a much earlier period of time, than though the "noble army of 500 government engineers" had been allowed to go to work in the course of the present year. Connected as the northern lines are with our own railroads from London to the coast, and extensive as the consequences are expected to be on the trade between England and France, it is, however, impossible to notice without considerable regret the postponement and uncertainty of the whole French railroad system, which now must occur for another entire parliamentary year.

2.—Total, 2917.

Average standard, 143L 13s.—Average produce, 7L—Average price, 5L 9s. 0d.

Quantity of ore, 200L—Quantity of fine copper, 215 tons 1 cwt.—Amount of money, 16,322. 0s. 6d.—Average standard of last sale, 11L 1s.—Produce, 8L

Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels—Consols, Mines, 1443; Fowey Consols, 385; Great St. George, 322; Wheal Ellen, 267; Wheal Leisure, 256; Levant, 125; Godolphin 146; East Crinal, 138; Wheal Prudence, 133; Pembroke, 52; Wheal Kitty, 17; Wheal Edward, 5—Total, 2404.

Copper ore for sale on Thursday week, at Tyck's Hotel, Camborne. Mines and Parcels—East Wheal Crofty, Longdose, and Dudson, 1066; Fowey Consols, 326; Dolcoath, 274; United Hills, 265; Tincroft 226; East Pool, 222; Stray Park, 214; South Town and Wheal Lydia, 162; South Wheal Basset, 142; South Polgoon,

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Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parcels—Consols, Mines, 1443; Fowey Consols, 385; Great St. George, 322; Wheal Ellen, 267; Wheal Leisure, 256; Levant, 125; Godolphin 146; East Crinal, 138; Wheal Prudence, 133; Pembroke, 52; Wheal Kitty, 17; Wheal Edward, 5—Total, 2404.

Copper ore for sale on Thursday week, at Tyck's Hotel, Camborne. Mines and Parcels—East Wheal Crofty, Longdose, and Dudson, 1066; Fowey Consols, 326; Dolcoath, 274; United Hills, 265; Tincroft 226; East Pool, 222; Stray Park, 214; South Town and Wheal Lydia, 162; South Wheal Basset, 142; South Polgoon,

21—Total, 2917.

Average standard, 143L 13s.—Average produce, 7L—Average price, 5L 9s. 0d.

Quantity of ore, 200L—Quantity of fine copper, 215 tons 1 cwt.—Amount of money, 16,322. 0s. 6d.—Average standard of last sale, 11L 1s.—Produce, 8L

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21—Total, 2917.

Average standard, 143L 13s.—Average produce, 7L—Average price, 5L 9s. 0d.

Quantity of ore, 200L—Quantity of fine copper, 215 tons 1 cwt.—Amount of money, 16,322. 0s. 6d.—Average standard of last sale,

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK STOCK, 8 per Cent.	204	205	245	204	204	204
3 per Cent. Red. Anns.	93	93	93	93	93	93
3 per Cent. Consols	94	94	94	94	94	94
3½ per Cent. Anns.	181	181	101	101	101	101
3 per Cent. Anns.	172	172	101	101	101	101
3 per Cent. Red. Anns.	100	100	101	101	101	101
New 3½ per Cent. Anns.	102	102	102	102	102	102
New 5 per Cent.	100	100	100	100	100	100
Long Anns.	186	186	151	151	151	151
Anns. for 30 Years	185	185	151	151	151	151
Ditto.	186	186	151	151	151	151
India Stock, 104 per Cent.	271	271	271	271	271	271
South Sea Stock, 34 per Cent.	—	—	—	—	—	—
Ditto Old Ann. 3 per Cent.	—	—	91	91	91	91
Ditto New Ann. 3 per Cent.	—	—	92	92	92	92
3 per Cent. Anns.	175	175	92	92	92	92
India Bonds, 4 per Cent.	81	81	83	81	80	77
Exchequer Bills, 2d. £1000.	71	71	73	70	68	67
Ditto	£500	71	71	73	70	68
Ditto	—	71	73	73	70	68
Com.	—	—	—	—	—	—
8 p. cent. Cons. for Ac. May 29	94	94	94	94	94	94
India Stock for Ac. May 29	—	—	—	—	—	271
Bank Stock for Ac. May 29	205	205	271	271	271	2042

BANK OF ENGLAND.—TRANSFER BOOKS.

	Saturday.	SHUT.	TUESDAY.	OPEN.	TUESDAY, June 5, 1838.
3 per Cent. Consols	—	—	Tuesday,	July 17, 1838.	—
3½ per Cent. Reduced	—	—	Tuesday,	—	—
3 per Cent. 1726.	—	—	Thursday,	—	—
New 5 per Cent.	—	—	Friday,	—	—
Ann. for terms of Years	—	—	Monday,	—	—
South Sea Stock.	—	—	Friday,	—	—
3 per Cent. 1751.	—	—	Friday,	—	—
East India Stock	—	—	Thursday,	—	—
Tuesday,	—	—	Thursday,	—	—

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	—	—	—	—	—	—
Belgian, 5 per Cent.	101	101	114	—	—	101
Brazilian	762	762	762	792	792	—
Ditto, 1829	—	—	—	—	—	—
Buenos Ayres, 6 per Cent.	—	—	—	—	—	—
Cuba, 6 per Cent.	—	—	—	—	—	—
Chilian, 6 per Cent.	30	—	—	—	31	—
Colombia, 6 per Cent.	—	—	—	—	—	—
Ditto, 1824, ditto	272	272	272	272	272	—
Danish, 3 per Cent.	742	742	742	742	742	—
Greek, 3 per Cent.	—	—	—	—	—	—
Ditto, 1825, 5 per Cent.	—	—	—	—	—	—
Mexican, 5 per Cent.	—	—	—	—	—	—
Ditto, deferred do.	284	284	284	284	284	—
Ditto, 1825, 6 per Cent.	—	—	—	—	—	—
Ditto, defd. do. 6, per Cent.	—	—	—	—	—	—
Neapolitan, 5 per Cent, 1824	—	—	—	—	—	—
Peruvian, 6 per Cent.	—	—	—	—	—	—
Portuguese, 5 per Cent.	—	—	—	—	—	—
Ditto, New 5 per Cent.	352	352	362	362	362	374
Ditto, 3 per Cent.	243	243	254	262	242	252
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 1822, 5 per Cent.	—	—	—	—	—	—
Spanish, 5 per Cent. Consols	214	214	212	212	212	222
Ditto, passive	45	5	52	5	52	—
Ditto, deferred	88	88	88	88	88	89
Dutch, 24 per Cent.	544	544	542	542	542	542
Ditto, 5 per Cent.	100	100	100	100	100	100
Ditto, New, 1837	—	—	96	—	98	—

FRENCH FUNDS.

	PARIS.	MAY 12.	MAY 13.	MAY 14.	MAY 15.	MAY 16.	LONDON.	MAY 17.
5 per Cent. Ann.	108	108	109	109	109	109	109	109
Ex. on Lond. l.m.b.	254.42c.	255.42c.	256.42c.	257.42c.	258.42c.	259.42c.	259.50c.	—
ditto 3 mths.	256	256	256	256	256	256	256	—
4½ per Cent. Ann.	—	—	104f.	104f.	104f.	104f.	—	—
4 per Cent. Ann.	—	—	101f.50c.	—	102f.	102f.	—	—
3 per cent.	81f. 90c.	81f. 15c.	81f. 15c.	81f. 10c.	81f. 10c.	—	—	—
Bank Shares	270f.	271f.	271f.	271f.	271f.	—	—	—

IRISH FUNDS.

	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.
Bank Stock	—	204	—	—	—	—
Government Debentures	34	per ct.	92	Royal Canal Stock, —	334	—
Ditto Stock	—	34	per ct.	92	Patr. Insurance, —	334
Ditto New	—	34	per ct.	100	Provin. Bank of Ireland, 25	0
Ditto ditto, reduced	—	4	per ct.	92	Hibernian Bank, 25	0
Consols	—	3	per ct.	92	Grand Canal Stock, 282	—
City Debentures	—	4	per ct.	62	Min. Co. of Ireland, 63 0	72 1
Exchequer Bills	2d. per diem	23	Kingstown Railway, 60 0	0	0	112

AMERICAN FUNDS.

	LONDON.	AMERICA.
New York 5 1845.	924	103 5
5 1846, 7	—	—
... 1860	944	—
Pennsylv. 43, 41.	—	—
1846	—	—
1853, 4.	924	—
1855	924	—
1858	93	—
1860, 62	944	—
Maryland 6 1870.	—	—
Ohio 6 1850.	100	—
Frankfort on Main 154	1532	—
Petersburg p. r. 10	—	—
Vienna eff. 40.	10 14	10 12
Trieste ditto.	10 15	10 12
Madrid 36	36	—
Cadiz 36	36	—
Bilbao 35	35	—
Barcelona 35	—	—
Amsterdam 12	12	12
Ditto at Sight 12	12	12
Rotterdam 12	12	12
Antwerp 12	12	12
Hamburg Mts. B.	13 13	13 12
Altona 12 13	—	—
Paris, 3 days' sight 26	25	25
Ditto 25	25	25
Marselles 26	26	25
Frankfort on Main 154	1532	—
Petersburg p. r. 10	—	—
Berlin 7, 3	—	—
Vienna eff. 40.	10 14	10 12
Trieste ditto.	10 15	10 12
Madrid 36	36	—
Cadiz 36	36	—
Bilbao 35	35	—
Barcelona 35	—	—
Seville 35	—	—
Gibraltar p. h. d. 48	32	31½
Leghorn 32	32	31½
Genoa 26 10	25 9½	26
Milan 31	—	—
Venice, p. 6 A. L. 46	—	—
Naples 384	39	39
Ayres 384	39	39
Palermo 116	115	115
Oporto 532	54	54
Rio Janeiro 28	—	—
Bahia 25	—	—
Buenos Ayres —	—	—
Dublin 10</		